ALL MAGISTRATES BUT ONE SPEAK UP FOR SCHEME.

Mayor and Assistant District Attorney Corrigan Also Give Approval -Only Way to Knock Out the Graft of Professional ondsmen - I'inclite Isn't So Sure.

Mayor McClellan expressed vesterday his approval of the suggestion made by Magistrate Whitman for a night police court. The Mayor said:

"The idea seems to me to be an excellent one. While I have not studied into the matter, on its face it bears evidence of being wise. Unless something to the contrary could be shown I do not hesitate to say that I should be inclined to approve a bill providing for two more Magistrates so as to put the court in operation. You

may say that I favor the plan." Magistrate Whitman's suggestion was well received generally in the police courts and also in the District Attorney's office. Assistant District Attorney Corrigan, who probably has had more experience in police court work than any of Mr. Jerome's subordinates, said in speaking solely for him-

"A night police court would do more to stop the professional bondsman evil in this town than anything else. It is needed not only on that account but also for purely police court business as well. It would relieve the morning congestion in the larger courts and it would bring about a more orderly proceedure in them. I am positive that it would stop the graft of the professional bondsman. All the other

professional bondsman. All the other plans have failed. The reason is that the bondsman business is strictly legal.

"If persons arrested at night were takeo at once before a Magistrate the professional bondsman would simply have to go out of business. We should have a night court and have it as quickly as possible. Of course I speak for myself only and not for the District Attorney's office, but I do not anticipate that there would be any difference of opinion among the members of the staff on the matter."

Several of the Magistrates who were seen also expressed their approval of the plan. Only one, Finelite, did not approve. Magistrate Steinert, sitting in the Jefferson Market court, said he was strongly in favor of the plan and believed it would do away with the bondsman graft. He added:

"I consider Magistrate Whitman's suggestion excellent. There is no doubt but that such a court would put an effectual stop to the graft of the station house bondsman. There can be no question that all such graft should be done away with."

Magistrate Sweetser, who sat yesterday in Essex Market court, said

man. There can be no question that all such graft should be done away with."

Magistrate Sweetser, who sat yesterday in Essex Market court, said:

"I think a night court will be a good thing. Anything that will help suppress the professional bondsman will receive my support. It is one of the worst abuses I know. Of course some sergeants in station houses find it impossible to get the prisoner to court in time, even if it sat all night, and politely would send the man to a cell to be bailed out as usual. Still, there would be a way of dealing with that."

Magistrate Sweetser said he would be willing to take his turn at the night trick. He said it would hardly be fair for the two new appointees to do all the night work. He thought that each of the sixteen Magistrates should do one week's night work once in four months, and he also said it might be well to have sleeping accommodations for the night Magistrate at the Jefferson Market court, so that he could be on band all night long. Magistrate Sweetser

dations for the night Magistrate at the Jefferson Market court, so that he could be on hand all night long. Magistrate Sweetser said he would support Magistrate Whitman's plan in the board meeting.

Magistrate Breen, sitting in the West Side court, said that he was heartily in favor of the Whitman plan. He added:

"The courts are overcrowded now, and it is almost impossible to treat the cases with proper attention. The Whitman plan is not only excellent, but it is practical."

Magistrate Finelite, sitting in the Yorkwille court, said he was opposed to a night court. He did not think it would reform the bondsman business, because grafting would be transferred to the courts from the police stations. He said that women arrested on the street would be rearrested arrested on the street would be rearrested early in the morning, as soon as the night would profit by it. The bondsman evil, he thought, could be regulated in some other way. He suggested that a black-list of professional bondsmen be kept for

JACKSON CAN HURRY HIMSELF,

But Can't Otherwise Hurry the City in

Franchise Tax Cases. Corporation Counsel Ellison yesterday amplified the declaration he made last Friday in response to criticisms by Attorney-General Jackson of the slowness of the city in collecting the special franchise taxes that he would not allow Mr. Jackson to force him to take a hand in the popular pastime of corporation baiting Mr. Ellison said that now that the constitutionality of the special franchise law had been upheld the companies were willing to pay in order to escape the 7 per cent. interest they had to pay on their indebtedness to the city. The total amount of the special franchise taxes levied on the companies from 1900 to 1905, inclusive, was in round figures \$27,270,000, and of this companies have youngtrily paid over the companies have voluntarily paid over \$10,000,000. It was impossible, Mr. Ellison said, to proceed to take steps to collect the whole until the value of the properties to be taxed had been determined. Commenting on this matter of valuation, Mr. Ellison said:

It is a very serious question and one that must be met by competent proof; in other words, the question before us is as to the value of almost every item of property owned by these companies. Much of this proof will be that of expert witnesses whose opinions will vary, and that the proof will be voluminous on both sides goes without saying. After the evidence is all in it will then be for the referee to fix the value of the property in question, basing his judgment upon the credibility of the proof before him. When these amounts have been ascertained, then the enforcement of the tax will be a simple matter. I have no control whatever over the prosecution of these cases they rest entirely in the hands of the Attorney-General and the counsel for the companies, and whatever expedition or delay may occur, the responsibility will rest upon the Attorney-General and the companies' counsel.

Comptroller Metz announced yesterday that he would offer for sale at public auction next month the franchise of the Brooklyn next month the franchise of the brooklyn railroad companies whose tax payments under the special franchise law are in arrears. The amount owing by the companies up to the end of 1905 is \$1,721,917. There is no probability, however, of a sale. The companies are willing to pay when the valuations are settled.

THREE YEARS FOR A GRAFTER.

Pittsburg Councilman Sent to the Penitentlary for Solleiting a Bribe.

PITTSBURG, March 4.-Common Councilman William A. Martin, alleged to be treasurer of the "Graft Combine" that controls both branches of the city council, was to-day sentenced by Judge Evans in the Criminal Court to three years in the penitentiary for soliciting bribes of \$60,000 and \$70,000 from President C. S. Cameron of the Pittsburg and Tube City Railroad. The Court said there was no question of

Martin's guilt and scored him unmercifully.

Martin's wife collapsed when she heard and this wife collapsed when she heard of her husband's sentence. After being taken to the jail Martin refused to eat the bread and water served to him.

All efforts of counsel to have the place of improvements.

imprisonment changed to have the place of imprisonment changed to the workhouse, where A. H. Leslie, an intimate friend of Martin is superintendent, failed, the Court telling the prisoner's attorneys that he was lucky to escape with only three years imprisonment and \$500 fine.

STRONGLY FAVOR NIGHT COURT TRYING TO SAVE A FRANCHISE. Public Service Corporation in Vain Pleads

> For Time to Orange's Council ORANGE, N. J., March 4.-With their franchise to operate the Orange Crosstown Railway in peril, the Public Service Corporation got on its knees to the Orange Common Council to-night when Col. Edwin M. Hine, assistant to President Thomas N. McCarter of the corporation, appeared before the Aldermen and pleaded with them to delay in passing the ordinance revoking the franchise of the line because of the wretched service and general complaints.

Notwithstanding this, the Aldermen stood firm and passed the ordinance on second reading. It will be finally adopted at the next meeting.

Col. Hine came to the meeting accompanied by L. D. Howard Gilmore of counsel for the corporation. Col. Hine made a long speech in which he apologized for the failure of the company to heed the notices to improve its service sent by the Council. He pleaded with the Council for more time, saying he felt sure a satis-factory agreement could be reached and the complaints met. President Shaw of the Council, who has headed the fight against the company, replied and said that weather conditions Col. Hine had spoken of did not apply, but that cars had been taken off the line, and when the company had been warned no attention had been paid to the communications of the city.

CITY CAN'T REMOVE ALL SNOW,

the Mayor, Who Adds That It Clears More Streets Than Waring Did

Mayor McClellan, answering yesterday the general complaint of the bad condition of the streets, said that the city could not afford to clear all the streets of snow.

"Under the Waring schedule," he said, only about seventy miles of streets in Manhattan and The Bronx were cleared and no attempt was made to remove the snow from the rest of the approximately 550 miles of streets in the two boroughs. Our present schedule calls for the clearing of 193 miles of streets and that schedule means that every inch of snow that falls is an expense to the city of about \$37,000. From that it can easily be computed what an enormous expense would be saddled on the taxpayer if all the streets were scheduled."

Mr. McClellan was inclined to place on

the householders the responsibility for the state of most of the impassable streets because of their neglect to keep clear the gutters facing their properties. The result was, he explained, that the uniformed force of the Street Cleaning Department was largely employed in doing work that the city's ordinances impose on the citizens. Commissioner Craven also prepared a statement. Part of it read:

I am entirely satisfied with the way the work has progressed. My men have been at work on 200 miles of streets in Manhattan and The Bronx and sixty-five miles in Brooklyn, and by the middle of this week we will have completed the removal of snow from every street in every part of the Greater New York which was scheduled for atten-

Now no one must suppose by that that we will remove all the snow from all of the streets. This was never contemplated, and he city would not have sufficient money to pay for the work, even if it were contem-plated. The cost of snow removal from all paved streets of this city is one-quarter of a million dollars per inch. It would involve a sum of about \$8,675,000 to remove the snow uniformly all over the city. If my department had authority to spend between \$8,000,-000 and \$9,000,000 a year where, I ask, would

the city have money for anything else? So far, I am satisfied with our work, and if more snow comes and I cannot get money with which to handle it then the blame will attach to those who refuse to grant funds.

SHUT IN VAULT; FIRE ALL ABOUT.

Clerk Barely Misses Being Roasted Alive Saving Firm's Books

DANBURY, March 4 .- A flying match head falling in a coil of tarred rope started a fire this afternoon that destroyed the four story business block occupied by the Hull Bros. Company. The damage is

estimated at \$125,000.

While the fire was burning Jeremiah Keane, 20 years old, was accidentally locked inside a vault in the store of Hearn & Keane, on the ground floor of the building. He narrowly escaped being roasted alive.

Keane dashed into the vault to rescue the firm's books and papers. Another employee saw the vault door open and closed it. With smoke filling his prison and fire burning in the cellar beneath, Keane managed after a desperate struggle to force open the door. open the door.

He sank unconscious on the threshold of

The Seagoers.

Sailing by the Hamburg-American liner Bluecher, off to-day on a cruise to the West Indies, Nassau and the Panama Canal Zone: Speaker Joseph G. Cannon of the House of Representatives, Lucius N. Littauer, William 3. McKinley, J. Van Vechten Olcott, Gen. nd Mrs. Patterson and the Rev. C. C. Tif-

Passengers by the North German Lloyd steamship Kaiser Wilhelm der Grosse, which sails to-day for Cherbourg, Ply-

A. Chester Beatty, William S. Church, Mrs. Vincent C. King, A. R. Pope, Gustave H. Schiff and Mrs. Francis L. Wellman.

Lectures by Anatole le Braz. The series of three private conferences

on Brittany to be given by Anatole le Braz, before his departure for France, will take place at the houses of Mrs. Thurber, 49 West Twenty-fifth street and Gen. Horace Porter, 277 Madison avenue, and the Misses Stone, 34 East Fiftieth street, on the afternoons of Wednesday, March 6, Tuesday, March 12 and Wednesday, March 20, re-

Arnheim - Arnheim.

Miss Minnie Arnheim, daughter of Mr. and Mrs. Marks Arnheim of 21 West Fifty-seventh street, was married to William Arnheim last evening at Delmonico's. More than three guests were present. The gold room had been elaborately decorated with banked palms, smilax, roses, lilies and a profusion of other cut flowers for the cereprofusion of other cut flowers for the ceremony, which was performed by the Rev. Rudolf Grossman. Mr. and Mrs. Milton Untermyer were respectively the best man and matron of honor. The ushers were Dolly Untermyer, Herbert R. Rice, Clarence W. Freeman, Edward J. Hahn, Milton M. Cohn, Arthur Friedman, David Stern and Samuel Arnheim. The wedding supper was served in the grand saloon, while an orchestra of thirty-five pieces played behind palms. Dancing followed. Among the guests were Mr. and Mrs. Morris Arnheim, Solomon Silverberg, Emanuel Unternyer, Emil S. Levi, Irwin Wile, Morris Lowenheim, Leo Dessar, Alfred C. Woolner and Henry Ollisbeimer. Mr. and Mrs. Arnheim left for an extended bridsi tour through the South. They will supplement this by a trip through the rest of the United States, to be followed by a voyage to Europe next summer. They will take up their residence in this city in the apitumn

Marks-Simon.

Miss Constance Simon and Elkan B. Marks tic. The ceremony was performed at 6:30 in the rose room by the Rev. Dr. Magnes of the Temple Emanu-El. The bride wore a costume of white satin with point lace, tulle and orange blossoms and carried a bouquet of liles of the valley. She was attended by her sister, Miss Bessie A. Simon, as maid of honor. There were no bridesmaids. David Marks assisted his brother as best man and Pinckney Marks, also a brother; Benjamin M. Marcus, Aaron Gantz, C. A. Levy, Sidney Alsberg and Samuel Schwitzen were ushers, After the ceremony Mr. and Mrs. Marcus Simon of 611 West 114th street gave a bridal diamer. the Temple Emanu-El. The bride wore a cos-



## SHONTS STUDIES CAR TRAFFIC.

LEAR TRACKS FOR THE SURFACE CARS WOULD HELP GREATLY.

Suggestion That the City Bivert Trucking to Other Than the Car Line Streets in the Rush Hours-Cars Enough, If They Could Only Get Ahead on Schedule.

Theodore P. Shonts, the new head of the Interborough-Metropolitan system, put in another busy day yesterday exploring the intricacies of the traffic situation in the old city of New York with a view to straightening some of its most obvious kinks. He had no formal confab with August Belmont, he said, but he spent a good part of the day in conference with the active managers of some of the lines that come under his control.

"As far as the surface roads are conperned," said Mr. Shonts, "my observations ead me to believe that little can be done o better conditions without the intelligent cooperation of the city authorities. In my opinion it is not that we do not run enough cars on the surface lines to relieve as far as it can be relieved in certain hours the congestion that confronts us but rather that we do not get a reasonable use of the facilities that we have furnished for trolley transportation. What I mean is that we do not get a reasonable use of the tracks, we have laid in some highways when it is important that we should have almost exclusive right of way for our cars in certain hours of the day.

"In many of these thoroughfares trucks In many of these thoroughfares trucks and other slow moving vehicles are allowed to take their way along the trolley tracks thus holding up an immense amount of traffic and making it impossible to give anything like a satisfactory service. Much of this heavy traffic could, I am sure, be diverted to other streets in the hours of congestion without any great inconvenience to the drivers, but this cannot be done without the cooperation of the city authoriwithout the cooperation of the city authori-

"As I said before all we want in this matter from the public is a reasonable use of the streets in which we carry passengers. In some it may be necessary for us to have something like exclusive use all day of our facilities. In others we may not need that exclusive use, only in the rush hours. This is the exact situation in regard to surface traffic, and I cannot see how it can be interpreted, as it has been by some critics, as a cry of despair or a demand for extraordinary privileges."
"How about the additional elevated

tracks your company has petitioned for?"
Mr. Shonts was asked. Mr. Shonts was asked.

"Well," he replied, "that would be the quickest and most practicable relief that could be devised for the congestion on the East Side lines. The work, as I understand from our engineers, could be completed in eighteen months from the time we got permission to go allead. That would mean, of course, that we could furnish through averages trains from The Representations.

nish through express trains from The Bronx to the Battery much more quickly than any other form of relief that has been suggested." "In view of the city's rapid growth in population I do not think it would be wise to build any more new lines of elevated railroads. I feel that we must look to subways, not piecemeal subways here and there but a comprehensive system of sub-ways that will provide for all future increases in traffic. In the case of the Second and Third avenue elevated lines, however, we are only asking for a necessary extension of our present facilities, which is not the same as a request for a franchise for a

Mr. Shonts admitted smilingly that he Mr. Shonts admitted smillingly that he had received many complaints about the operation of the trolleys, the elevated and the subway. "I was surprised," said he, "at the intelligence and fairness of tone in these complaints. Most of them were apparently made in good faith and I shall certainly look into them. One complaint, however, was inclined to blame us for the condition of parts of Twenty-third street. He complained that the snow piled along the way forced the trucks to take to the the way forced the trucks to take to the trolley tracks, thereby making the car schedule a farce. Of course that was not our fault, but he said that if I would speak to the Mayor about it he was sure that the matter would be straightened out."

In reference to a complaint of poor service in the subway on Sundays, late at night and the evenings before holidays Mr. Shonts promised to look into the matter at once.

Frank Furlong Killed in Electric Chair OSSINING, N. Y., March 4.-Frank Furong, who killed his aunt, Mrs. Margaret Keeler, in New York city in 1904, was put to death in the electric chair in Sing Sing early this morning. He was 21 years old,

a year older than George Granger, who was killed in the chair on Monday last.

The crime for which Furlong paid the penalty of his life to-day was committed on November 29, 1904. On that day he called at the house of his aunt, Mrs. Margaret Keeler, at 82 Fast 115th street, after her children had gone to school and her husband to work.

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## AMONG THE AUTOMOBILISTS.

PROGRESS IN ORGANIZATION OF STATE ASSOCIATIONS.

Secretary Elliott of the A. A. A. Tells of Work in Connecticut, Pennsylvania and the Middle West-A Driver's Politeness Makes Friends of the Farmers -Gossip.

Frederick H. Elliott, secretary of the American Automobile Association, made the following announcements yesterday: "The campaign of the American Automobile Association in looking to the organization of State associations in all States where motoring is general is already accomplishing marked results. The Minnesota State Association was formed on Friday evening last. It is made up of four clubs and represents about 800 members. Similar associations have

been tentatively formed in the States of Wisconsin and Missouri. "Several members of the executive committee of the national body go to Bridge-port, Conn., on Thursday evening for a conference with representatives of the Con-necticut clubs looking to the formation of State association in that State. Advices already received indicate that the conference will accomplish that result. Among the gentlemen expected to attend this confernce are Frank Miller, president, and F. W. Boland, secretary of the Bridgeport Automobile Club: J. Henry Morse, president; G. K. Dustin, secretary, and Walter S. Schutz, attorney of the Hartford Automobile Club; Philip S. Corbin, president, and W. L. Hatch, secretary of the Automobile Club of New Britain, and the Hon. G. M. Landers, one of the

"There will be a similar conference in Philadelphia on Thursday evening, which will it is hoped result in the application for membership by the Pennsylvania Motor Federation, which is composed of fifteen clubs, representing upward of 1,500 members. Among those who are expected to be present are President Isaac Starr of Philadelphia. Secretary Paul C. Wolff of Pittsburg, and Robert P. Hooper, chairman of the A. A. A. good roads board. The representatives of the national body will include President William H. Hotchkiss, Secretary Frederick H. Elliott, Jefferson De Mont Thompson, A. R. Pardington and A. G. Batchelder. "Secretary Elliott leaves for the Middle West next week, and while there will attend

meetings of the representative motorists in Michigan, Indiana and Kentucky, in all of which States organization work is already well forward. From present appearances the board of directors of the A. A. A. will the board of directors of the A. A. A. will have at least six and perhaps eight applications of this character for acceptance at its meeting to be held this month.

"The present policy of the national body requires the organization of such associations in all of the States, this that the A. A. A. may speak with emphasis through such State associations and accomplish for the American motorist what similar bodies accomplish for the motorist salmilar bodies accomplish for the motorists abroad. This movement also had a marked effect on the membership of the State associations and clubs which are already affiliated with the A. A. A. The secretary's office is in daily receipt of anAUTOMOBILES

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Northern, \$650: 1906 Thomas, like new, \$2,000; model "D" Franklin, \$1,900; Richard-Brasier, \$450; Locomobiles, two cylinder Runabouts and four cylinder Touring Cars, all models; Renaults; Panhards, six swell models; 28 Horse Franklin, \$1,200 (cost \$3,500); Fifty horse Thomases, \$960 to \$1,200; essi \$3,500; Fifty horse Thomases, \$960 to \$1,200; cost \$3,500; Locomobile Limousine, thirty horse, \$2,200 (cost \$0,200); Powerful Mercedes, \$2,200; Panhard, \$750; Maxwell Speedsters, Runabouts, Touring Cars; many high powered runabouts: Forty horse Royal Tourist, \$650; \$2,500 Cadillac, \$750; \$7,500 Locomobile, \$2,500; New Corbin, \$900; 100 other opportunities.

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nouncements indicating a great increase in such membership. Many applications are also being received from individual motor-ists in localities where there are no clubs."

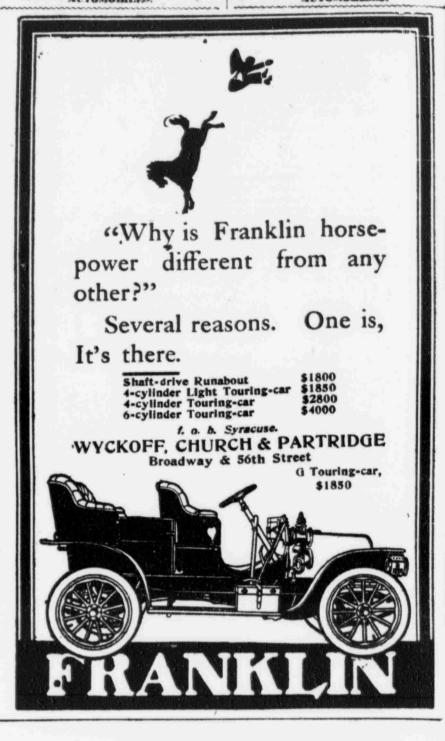
"Appleton has the most polite automobilists in the State," declares a Milwaukeean. "One man is responsible for that condition and some day his name will be honored as it deserves. Like those in other sections of the State the farmers of Outagamie county had no particular love for the automobile or its drivers. Many a risky lambkin has been killed and horses and cattle scared by the racing fraternity among the enthusiasts. One day my friend, whose name modesty forbids to make public, ordered a sign from the painter on which in letters a foot high were painted the simple words "Thank You." Every time he passed a farmer's wagon on the high road he would draw forth his sign and hold it out to the farmer. By and by when he would run along the road farmers began to turn out of the way for him. Soon other automobilists patterned after him, and now I think every driver has a "Thank You' sign as part of his outfit, and what is more, a bond of friendly feeling has been established between the farmers and the automobilists in that neighborhood."

Dr. John Fitzgerald, superintendent of the Kings County Hospital in Brooklyn, says that by substituting a motor ambulance for the horse drawn ones in use at the present time there would be a great saving of money, time and life, and is therefore advocating such a change.

A motorist's wife recently advertised for a nursemaid, which brought forth a young person who, having the necessary recommendations, was engaged, says a London newspaper. After informing her of the various duties the mistress said: "You will be required to take the children out in the car now and then." "Very well, ma'm," was the reply: "I have my own motor costume." "And do you know?" said the lady. "on one of the first drives she volunteered to relieve my driver at the wheel."

One nut and a lock washer make a better and more permanent adjustment than two nuts screwed together. One or the other should invariably be used where any dependence is to be placed on the fastening. But above all things a self-respecting mechanic never will fall into the error of upsetting the end of a bolt to prevent the nut from working back.

Sait extracted from sea water is recom-mended for laying dust on the streets by Dr. Carl, an eminent chemist of Bordeaux, who





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1—20-30 H. P. Touring Car—By Million-Guiet
1—20-30 H. P. Limousine—By Rothschild
1—35-45 H. P. Limousine—By Labourdette

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points out that the sea water abounds in carbonate of magnesium and carbonate of calcium, which are strongly hydroscopic, collecting moisture from the atmosphere. The presence of these chemicals in the surface material tends to keep the dust damp and prevent it being blown about. When sea water is evaporated in shallow trays by the rays of the sun the different salts crystallize in their order of insolubility, chloride of sodium or common salt being the first to separate, while the others, being more soluble, accumulate in the remaining water. A few quarts of shis "mother sea water," which has no other value, if mixed with a ton of ordinary water will, Dr. Carl declares, be found most efficacious in laying the dust.

The expense would be trifling, there would no disagreeable odor and no bad effects from its use. It is suggested that in America cities close to the sea, such as New York Boston, Philadelphia, New Orleans and San Francisco, the experiment may be found inexpensive and beneficial.

However easily a motor may be won start under the impulse of the crank, well when starting on the road in ley west to secure a perfectly firm footing wise a slip just as the heaviest pul pression is reached may result in fall in which one of the head light the chauffeur, may be damaged not

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